

ADVICE TO PORTLAND

*The Journal Gives Some Pointers it
Would be Well to Heed*

CANNOT AFFORD TO HIBERNATE

*She Must Show Her Hand and be Part of Procession When
Interior Oregon is Ablaze With Efforts at Development--
Send Delegates to Development Congresses and Meetings.*

The fires of development are ablaze in interior Oregon. A movement is on that flows from the masses in various districts, and in which there is resolute purpose for local expansion. Forces are assembling that are almost certain to crystallize into action, in which event there will be results surprising to the rest of the state. There is a growing determination to have deliverance in the way of transportation for products. It is manifest in one instance by a long list of organizations for the construction of local railroads, an account of which recently appeared in this newspaper. At Baker City, Coos Bay, Burns, Eugene, Corvallis, Salem, Brownsville, Lebanon, Independence, in Umatilla county and elsewhere there is a resolute assistance upon deliverance, and a studied purpose on the part of the citizens to themselves build local lines if they cannot be otherwise secured. In some localities, it appears in a clamorous demand for district built railroads by issue of bonds, as for instance in the case of Burns, where a thousand people joined at the meeting of the Oregon Idaho Development congress, some of them journeying by team 50 miles to be at the meeting. The movement is without prearranged concert of action, and is spontaneous. It flows from knowledge by the citizen of the richness of each locality and of the handicap in lack of transportation. It is a gathering of forces that will grow and that will ultimately find concert and results. When these people finally gather together they will find a way to achieve their purposes. They cannot be held back nor turned aside for long. Their inspiration is the knowledge that they are bottled up so far as transportation is concerned and that thereby they are sufferers of a material way. Their annual loss is continually before their eyes, and that is agency by which men are aroused into performance.

GETTING RAILROAD INFORMATION.

Something will be doing in the railroad world so far as concerns Eastern Oregon, in a very short time, says the Lakeview Examiner.

This week two men whose names were not given The Examiner, arrived in town from Ontario, Oregon, the alleged starting point.

It is positively known that they made a hurried examination of the resources of the country as they traveled; enquiring the acreage of the big ranches, what population they would sustain if subdivided, capability of irrigation; timber resources; possibilities of oil, gas, coal; and in fact wanted information on every point in any way valuable or of interest to railroad builders through a new and unoccupied territory. They left here headed for the Butte Valley in Northern California, a section already occupied by Harriman in his Klamath Natron line.

The query is: In whose interest are these men working? Surely not for Harriman, for the reason that he has had all such information in his hands for the last three years, and knows to within 5000 acres of what the capability and resources of every acre in the county traversed!

Who was it then? Not Gould, for they came from the Northeast, and he has no lines that might be tempted to reach San Francisco from that direction.

Was it Hill? Was it Earling, of the Milwaukee?

The fact of their coming from the northeast, and traveling so as to take in the head of the great and rich Sacramento valley in California means that they represent one or the other of these men.

Both Hill and Earling are railroad builders, and not absorbers of the type of Harriman!

It is very likely, in view of the facts here set down, that the "Wizard of Wall Street" will have to get very busy in Eastern Oregon, in a very short time.

It is the fervent wish of every man in Eastern Oregon that the battle of the giants, Harriman, Hill, Earling and Gould, with Dunaway thrown in for good measure, will soon begin for supremacy in this section so rich in latent resources and so utterly devoid of railroads!

But, as the late President Nelson, of the Oregon Trunk observed, there is a field in Eastern Oregon for 4 or 5 double track railroads, and if all come, and come a-running there will be business and lots of it for all!

BLACK PINE MAKES PULP.

Discovery has been made that the wood of the black pine of Central Oregon can be manufac-

tured into a paper pulp of an exceedingly fine and valuable grade. J. N. Hunter and J. E. Sawhill, of Bend, recently sent specimens of the wood to the Lebanon Pulp Mills, and as a result of experiments tried there it is reported that the quality of pulp produced from the black pine surpasses in whiteness, ease of manufacture and probable commercial value for paper-making purposes any wood hitherto handled in the state.

The results of the discovery of marketable value in timber hitherto considered almost worthless will be of vast importance to the entire Central Oregon country, and particularly to that portion drained by the Deschutes, where the stand is remarkably prolific.

In the past the paper mills have secured their pulp from the white pine, balsam and cottonwood. The end of the available supply within the state from these sources is a matter of a comparatively few years. But before the existing supply is exhausted, if the claims made for the black pine pulp are solidly based, the eyes and capital of the paper-makers will undoubtedly turn to the enormous forests of this newly available wood to be found in the central portions of the state.

It is estimated that in the country tributary to Bend alone, there are a million or more acres of this "blackjack" averaging all the way from 2000 to 10,000 feet to the acre, this, of course, taking no consideration of the enormous stand of yellow pine. Should the manufacture of black pine pulp become a reality—and as the Deschutes offers unlimited water-power, this need only depend upon the realization of the present railroad hopes—many millions of dollars will be exchanged for lands up to now looked upon as next to worthless.

The black pine is a dark-barked pine growing thickly in the semi-desert lands too dry for the yellow pine, and, in some instances, is mixed with the latter. It is far smaller than its yellow brother, a tree 12 or 14 inches in diameter being exceptionally large for the species, and the average of a fairly good stand ranging about nine inches. On account of its small size it is not logged, and is usually regarded by the homesteader as a nuisance to be cleared from his fields like sagebrush, and finds its nearest approach to practical use as fence railing. —Oregonian.

NOTES FROM SUNSET.

—ANANIAS—

Miss Neva Hodder left last week for the A. Y. P. Exposition at Seattle. She will visit Pendleton and Portland before returning home.

Mrs. W. R. Dawson is spending a few days in Burns with her friend, Mrs. D. P. Jordan.

Mr. and Mrs. Henry Harmer and son, Clarence, left Sunday to put up hay for Mr. Louis. Mr. Harmer has taken the contract and Mrs. Harmer will cook for them.

Three of our most efficient fishermen, W. A. McKee, Bert Porter and M. Nash are trying their luck in Steins Mts. this week.

Miss Laura Dawson returned Monday from Steins Mts. where she has been visiting for three weeks at the home of R. H. Brown.

Mr. and Mrs. Ray Barron are the proud possessors of a son, born July 1. With the young man's demands for attention, and the proud fathers rejoicing the Fourth, no doubt, was fittingly observed at the Barron home.

—S. Toley returned from Diamond, where he has been helping W. H. Hodder drill wells.

John Hodder and Porter Nash left last week for Pendleton where they will work during harvest.

Joe Cavender visited his home-stand last week.

\$5 REARDW—For information leading to recovery of a blue cow branded with one large and one small lazy U. She has a black calf with white head. Leave information at the Overland Hotel.

Job printing—The Times-Herald.

LUMBER OUTLOOK GOOD

Weyerhaeuser Says Forests in United States Will Last Forever

PINCHOT'S FEARS NOT MILLMEN'S

Tariff Adjusted Satisfactory to Millmen and Activity in The Business is Expected to Resume at Once, is Opinion of Lumber King of America in a Recent Interview at Seattle.

The lumber industry is entering upon an era of renewed activity and prosperity, in the opinion of Frederick Weyerhaeuser, popularly credited with being the "lumber king of America," who arrived in Seattle this afternoon, says a press dispatch.

Mr. Weyerhaeuser declares that there is no warrant for the assertion credited to Gifford Pinchot, head of the United States Forestry Department, that there is danger of exhausting the timber supply of the United States in the next 20 years.

"There is no reason to think the timber supply will not hold out indefinitely," said he. "The lumber outlook is encouraging. Now that the tariff is practically adjusted and on a basis that is reasonably satisfactory to lumbermen, there will be a rapid revival of the industry and a renewal of activity. It has been a long time since the memorable panic of October, 1907, and the country has regained its equilibrium. The financial poise of the Nation is restored. Confidence has returned and business enterprises and building activities that were suspended and held in abeyance, pending an improvement in conditions, will be resumed. I therefore predict that the demand for lumber will be all that could be asked and that the manufacturing industry in the mills of the Northwest will be conducted on as large or larger scale than ever before."

"I am very much interested in the forestry problem. Although I do not agree with the statement attributed to Mr. Pinchot, to the effect that the forests of the country would be wiped out in twenty years, I am making a special effort to conserve the forest and to pursue scientific methods in removing timber from my holdings. I am conducting experiments with the assistance of Government forestry experts, along lines suggested by Mr. Pinchot, and by Professor Graves, of the Yale School of Forestry, to the end that the timber supply may be perpetuated. There is no reason to believe it will ever be exhausted. I am of the opinion that we will have ample timber for our needs for an indefinite time—for all time, in fact."

"Talk commonly indulged regarding the depletion of timber in the East and Middle West and South, is an exaggeration. There is still an abundance of timber throughout the South and also in Minnesota, Wisconsin, Michigan and contiguous territory. With ordinary conservative methods of lumbering, it will last indefinitely. It is constantly growing, young timber is replacing the old, and with proper safeguards against forest fires and utterly useless waste, it should last forever."

METHODS OF DRY FARMING IN WEST.

The Dry Farming congress is now organized, with some persistence and determination to be heard from in the matter of urging it's claims upon the attention of the public. The faith that the promoters and operators of this association have in their claims of dry farming methods, well carried out, cannot be questioned, says the editor of the Twentieth Century Farmer.

The experiences and results of careful and persistent work in crop-growing efforts are the evidence that is offered in testimony of the feasibility of dry farming methods and dry farming as an industry.

It is not surprising that there are the doubtful, the skeptical, the unbeliever in converting the

dry land of the arid west to agricultural purposes, the growing of crops, the cultivation of orchards and forests, the establishing of homes and the building up of commercial interests and industries on these lands; we say that it is not surprising that some hesitate, that they doubt the availability of sufficient moisture to grow crops; that they forecast seasons of drouth, etc. All these things had their period and have exerted their influence to discourage and prejudice the mind of the public as the settlement of the country has progressed westward for the last 50 years, and yet cultivation has been the civilizing influence that has conquered drouth, hot winds and the bareness of the plains and prairie countries that are now the dependence in production.

The Fourth Dry farming congress will hold its meetings at Billings, Montana, October 26, 27 and 28, 1909. This will not only be an institute for dry farming farmers and dry farming instructors and teachers, but it will be an exposition of dry farming products such as this or no other country has ever witnessed. There are pledged already exhibits from thirteen western states that are engaged in dry farming work. The organization by states, to show what each is doing and capable of doing in the raising of grain and vegetable crops, without irrigation, is a feature never before undertaken in this district, and promises some great surprises for visitors.

The area of tillable lands in the United States not yet turned to cultivation is comparatively small, but under present conditions of demand by the homesteader will last but a few more years at most. It is only the part of good business judgement that the dry farming districts be investigated by those who contemplate getting a home under the free homestead law. Good lands and the best locations will be the first taken. Each year will reduce the quality of lands to be disposed of as government homesteads.

The Dry Farming congress will be a good place to visit next October, in view of getting dry farms on which to put it into practice. The Dry Farming congress announces that there are 200,000 acres of arable land awaiting development by the dry farming methods.

FORESTRY GRADS COMING WEST.

Of the forty-seven young graduates of nine American forest schools who have just received appointments as forest assistants in the administrative district of the forest service, six have been assigned to positions in this district. The names of the new appointees and the schools from which they are graduated in forestry are as follows: E. H. MacDaniel, Wm. B. Osborne Jr., and B. T. Harvey of Yale; D. B. Reynolds, of Michigan; S. B. Hall of Harvard, and E. J. Fenby of the Pennsylvania state college. These men have secured their appointments as a result of passing the regular civil service examination, which is the only avenue of employment as a forester under the government.

Forest assistants are men who have completed their preliminary training for the profession of forestry, as the graduates of law or medicine have completed theirs, and are ready to enter upon practical work. Until they have gained experience, however their positions are necessarily

subordinate. They are at the foot of the ladder and must prove their fitness to mount higher. The government pays them \$1000 a year at the start.

On the national forests the forest assistant often acts as technical adviser to the supervisors in charge, who are western men experienced in all practical matters, but usually without school training in the science of forestry. Or they may be assigned to the study of some particular problem which needs to be investigated in the interest of good forestry management. As forestry means knowing how to get the most out of any given piece of forest land, it calls for studies and experiments, both scientific and practical, much like those which have to be made in the interests of good farm management, and the forest assistant is prepared to do valuable work along this line.

There is a growing interest in the profession of forestry now, and many young men are asking how to get into it, and what it promises. Gifford Pinchot, United States forester, in an address to the graduating class in forestry at Harvard university this year, said:

"The government and the country needs more men trained in the knowledge of forestry, and it offers opportunity to make a man's life long and to count for much among the many phases of human endeavor. To be a good forester a man should combine something of the naturalist with a good deal of the business man. To know how to use the forest he must be able to study it. He must have, therefore, the power of observation, a fondness for nature, and the ability to penetrate her secrets. He must be resourceful, able to stand by himself, willing to undergo the privations of rough life, and capable of commanding the respect of rough men, who quickly recognize virtuality and genuineness of character, but will not tolerate pretense or the assumption of superiority. A forester should be sound in mind and body, and should make the fullest college preparation for the service. This service means a free, vigorous life in the open air, and a clear, straight, fine, wholesome manly condition of life."

RAILROAD EXTENSION.

Grant Geddes, of the Sumpter Valley Railroad Company, spent Friday and Saturday of last week in Prairie City and the other end of the valley, looking over ranches with a view to securing a ranch for himself and in the interests of friends. Mr. Geddes stated to parties in Prairie City that the land which is being purchased here is not for the railroad company but for private individuals who are looking after their own interests. He said that the Mormons have no intention of buying up the country nor of monopolizing any industry in Prairie City. The opinion often heard that the Sumpter Valley people are working against the interests of the people here as in opposition to their own interests is a very erroneous idea, there is absolutely no truth in such statements.

Speaking of the work of building the road Mr. Geddes said that the company would push construction just as rapidly as possible and that they are desirous of getting upon the top of the mountain as soon as possible and establishing a temporary station there. He intimated that there might be some delay caused by the government in regard to coming through the reserve.

The railroad is offering work to every available man. Reports upon the streets are to the effect wages will be \$2.25 per day for a man. Teams will receive \$5 a day and board themselves, or \$1.25 per day for the horses alone with company board. The construction company is in the market for the purchase of baled hay and horses, as well as other supplies.

Mr. Eccles is credited with saying that he desired the railroad to be built down Dixie creek if practicable, but other wise to get into Prairie City in the best way possible. —Miner.

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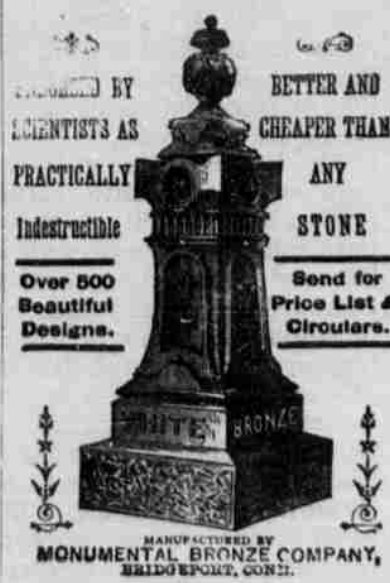
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